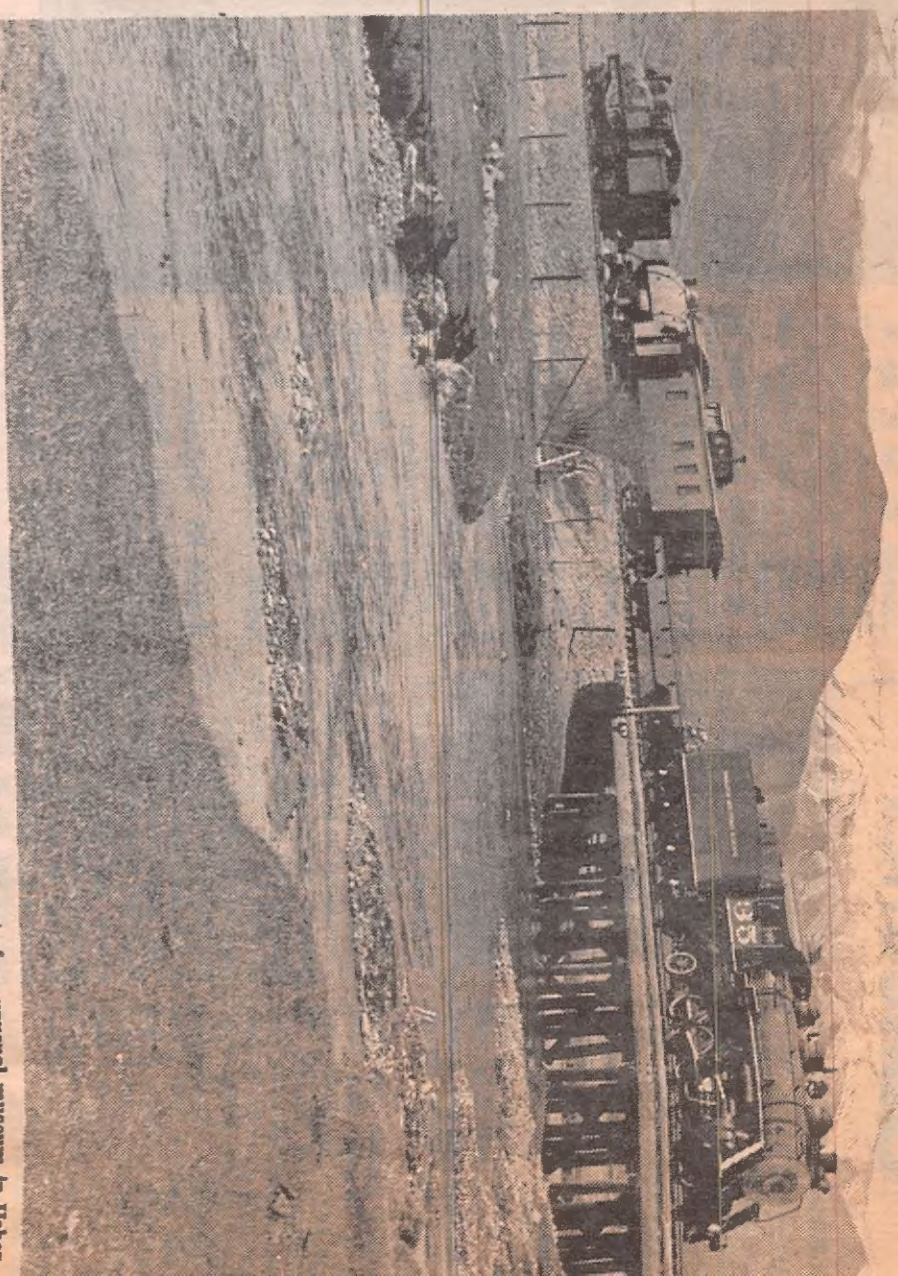


Friday, April 21, 1972 THE HERALD, Provo, Utah—

A RAILROAD ENGINE, one of two acquired by the Wasatch Railway Museum and Foundation, is transported through the streets of Provo. The engines were in a California junk yard

before being resurrected by the museum. The engines have since been taken to Heber City where they will be cleaned up, painted and made ready for use.



WASATCH SCENIC RAILWAY Engine No. 35 gives both of the engines acquired in California a ride to Heber. The engines are hooked on behind the caboose. Both of the

engines will become part of an unusual museum in Heber City. This museum will tie in with the scenic railway as a tourist attraction for Wasatch County.

# Railroad Engines Have Brighter Future Prospects

**By JERRY YOUNG**  
**WASATCH COUNTY** — Two old-timer railroad engines have been moved to their new home in Heber by members of the Wasatch Railway Museum and Foundation.

The locomotives were acquired and brought to Provo on railroad flatcars last winter and were moved to Heber after several weeks of work and waiting. They were hauled part

of the way by truck and finished the trip from below Deer Creek Dam by rail.

The engines were given to the museum by Levin Metals. They were standing in a Stockton, Calif. scrap yard waiting to be cut up and melted down. Hoping to find a new home for the locomotives, Levin Metals spared the torch and saved the engines.

Perhaps the most interesting

of the two is the three-truck shay-type engine. It was built by Lima Locomotive works, Inc., in 1920. A fuel oil burner, it is uniquely geared. The design was planned for work in the woods hauling lumber for the Yosemite Sugar Pine Lumber Co. Its top speed was 12 miles per hour, but it could make grades up to eight percent and could negotiate sharp curves with little or no trouble.

The other engine is a two-six-two saddle tank steam engine that was built by Baldwin Locomotive Works in 1908. It burns fuel oil and weighs 55 tons. It spent its useful life working on Sacramento Valley and Eastern Railroad runs.

Both engines were sitting in the scrap yard in Stockton for about 25 years. The M. Davidson Company acquired the Yosemite Lumber Co. equipment for scrap

in 1943. But somehow, the three-truck Shay was spared. The Davidson Company just stored the Shay along with several other engines in the yard.

Over the 25 years, the yard was the donor of the engines, the Levin Metals and Steel Corp. And during that time, the locomotives were used as the back rest for a pile of automobile and truck tires.

One night the tires caught fire, but the Shay was not damaged beyond repair.

Levin Metals at one time had seven engines in its yard. As of now, the company has disposed of all of them to museums, such as the Wasatch Museum.

In the next few weeks, the volunteer workers of the museum will be tearing into the 2-6-2 saddle engine, not to scrap it but to clean it up, repair it and

make it run just like new again.

It will then be leased to Wasatch Scenic Railway Co., and used as an alternate engine to haul passengers across the valley and into Provo Canyon.

Work on restoring the Shay engine will be taken up as the next item of business. Its repairs will probably be completed about the middle or latter part of August.



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**FLAMES GIVE WAY TO BLACK** smoke in picture taken about noontime Thursday of the burning railroad bridge pier in the middle of Provo River just west of the western end of 500 North Street. The pier supported the

center of an old Orem Railroad tracks bridge that had been dismantled. A section of the dismantled bridge is pictured at left, partially in the river (Herald staff photo by Darrell Berdine).